

POMRIL  
PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stoutness and  
Diabetes.  
Per doz. quarts..... 37.25  
Per doz. pints..... 4.65  
H. PRICE & CO.,  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH  
The only Reliable Brand is  
MARTINI ROSSI  
SUCCESSOR  
MARTINI SOLA & CO.,  
AGENTS—  
H. PRICE & CO.,  
12, Queen's Road Central.

No. 14,385 號伍拾捌百叁千肆萬壹第 日伍十式月叁年十叁緒光 HONGKONG, TUESDAY, MAY 10TH, 1904. 式拜禮 號十月五年肆零自九仟壹英港香

PRICE, \$3 PER MONTH.

## WATSON'S HOUSEHOLD AMMONIA

IS A DELIGHTFUL ADJUNCT TO  
THE TOILET, AND ALSO SERVES A  
VARIETY OF USEFUL PURPOSES IN  
THE HOUSE.

A. S. WATSON & CO.  
LIMITED,  
MANUFACTURING CHEMISTS.  
ESTABLISHED A.D. 1841. [a1545]

CUTLER, PALMER  
& CO.'S  
"SPECIAL BLEND" WHISKY

Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSSSEN & CO., Hongkong. [a48]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.  
Casks of 375 lbs. net \$4.75 per Cask ex Factory.  
Bags of 250 lbs. net \$2.85 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 14th August, 1903. [a339]

VICTORIA CYCLE EMPORIUM  
We are Sole Agents for the following:-  
MONOPOLE, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on View and  
for Sale. Also a Large Assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS FITTED WITH PNEUMATIC  
TIRES AND BALL BEARINGS THROUGH-  
OUT. Everything in the trade always kept in  
Stock. First-class workmanship guaranteed in  
all branches of the business. Re-enamelling a  
specialty. MCKIRDY & CO.,  
43 & 34, Queen's Road East. [a6a]

THE HENRY  
DALLAS  
MUSICAL DRAMATIC CO.

RETURN SEASON

TWO WEEKS ONLY  
GRAND OPENING NIGHT  
MONDAY, 16TH MAY

"KITTY GRAY"  
TUESDAY, 17TH MAY  
"KITTY GRAY"

PLAN AT THE  
ROBINSON PIANO CO., LTD.  
Hongkong, 20th May, 1904. [a1207]

PURE FRESH WATER.  
THE HONGKONG STEAM WATER  
BOAT CO. LTD., is prepared to supply  
ANY QUANTITY of PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W. J. W. KEW,  
Manager,  
1st Floor, 37, Connaught Road  
Hongkong, 13th June, 1903. [a354]

CARTRIDGES.  
IMPORTED EVERY MONTH, THERE  
FORE ALWAYS FRESH  
FLEYS, SCHULZETZ, AMBERTE  
and KYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to SSSG. AIR GUNS and  
AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong 28th November, 1902. [a103]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC, \$23.50 PER DOZ.  
C.P. & Co.'s INVALIDS' PORT \$21 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY  
\$12.00 PER CASE.

THE ELITE OF WHISKY—  
THE "PALL MAIL," \$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY, \$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSSSEN & CO., HONGKONG. [a45]

AWAY IN THE LEAD AND STILL GAINING.

BORATED LAVENDER  
BATH AMMONIA  
EXPRESSLY PREPARED  
FOR TOILET USE.

CLEANSING  
ANTISEPTIC  
This new preparation will be found to combine the aromatic properties of the  
French Toilet Water with the cleansing power of Ammonia.  
DELICATELY PERFUMED with the sweet odour of MITCHAM LAVENDER.  
The bath has a new charm.  
The addition of antiseptics REMOVES SKIN IMPURITIES, it is a Specific  
against PRICKLY-HEAT and MOSQUITO-BITES.

MADE SPECIALLY FOR THE EAST BY

WATKINS LIMITED,  
APOTHECARIES' HALL, HONGKONG.

TRY IT IN YOUR BATH.

CONFECTIIONERY!!!

THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARSHM GLACES, CRYSTALLISED FRUITS.

TOE SMITH'S CRACKERS.

XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

CHEESE (STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,

CHEESE (SAVOIE, CREAM CHEESE, MACLAUREN'S and YOUNG AMERICAN

CHEESE).

YORK HAM and BEST ENGLISH BACON.

TOYS. TOYS.

G. GIRAULT. [a40]

KODAKS,

FILMS,  
AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL. [a38]

Hongkong, 21st December, 1903.

VERMOUTHS

FRENCH NOILLY, PRAT & CIE.

TAILLAN'S CRISTAL (VERY DRY).

ITALIAN BALDI (DRY).

MARTINI SOLA (SWEET).

Telephone No. 75.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 16th April, 1904.

a35

## E. C. WILKS & CO.

### MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOCEL Goods Kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINWORK,"

Telephone No. 358. [a1153]

Hongkong, 1st May, 1904.

THE LAHMEYER ELECTRICAL CO. LTD.

LONDON, AND ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to SIEMSSSEN & CO., SOLE AGENTS FOR CHINA. [a56]

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Wide World Magazine: Volume 12	... \$4.00	A Woman of Wiles, by Munro	... \$0.45
A. B. C. Code; 5th Edition	... 19.50	A Canadian Girl, by Lt.-Col. Haggard	... 1.75
The Handy Royal Atlas	... 18.50	Toy Gods, by Pickering	... 1.75
Through the Highlands of Siberia, 2 Vols.	... 13.00	Four Red Roses, by Tytler	... 1.75
Stanley Gibbons' Stamp Catalogue	... 3.50	Sly Boots, by Strange Winter	... 1.75
Pearls' Cyclopedic	... 0.90	... ready	... 0.60
Russo-Japanese War Diary, Published by the "Kobe Chronicle," Part 1	... 0.60	... Orders Received for the Series.	... 0.60
... ready	... 0.60	... NEW STOCK	... 0.60
Strong Man, by Crockett	... 1.75	... PLAYING CARDS	... 0.60
Keith Johnston's War Map	... 0.80	GENTLEMEN'S BOOTS AND SHOES,	... 0.60
The Revellers, by Louis Tracy	... 1.75	BLACK AND BROWN.	... 0.60
The Leopard's Spots, by T. Dixon	... 1.75	THE FAY SHOES TYPE-WRITER.	... 0.60
The Japs at Home, by Sladen	... 0.45	COUNTLESS IDEAS, by Wishaw	... 0.60
The Cardinal's Snuff Box, by Harland	... 0.45	... NEW STOCK	... 0.60
Pearson's Dream Book	... 0.90	... PLAYING CARDS	... 0.60
The Deliverance, by Ellen Glasgow	... 1.75	GENTLEMEN'S BOOTS AND SHOES,	... 0.60
Room Five, by Drummond	... 1.75	BLACK AND BROWN.	... 0.60
The American Prisoner, by Philpotts	... 1.75	THE FAY SHOES TYPE-WRITER.	... 0.60
Countess Ida, by Wishaw	... 1.75	COUNTLESS IDEAS, by Wishaw	... 0.60

For Terms, &c., apply to the MANAGER, Hongkong, 10th June 1903. [a1082]

## NERNST

NERNST ELECTRIC LIGHT.  
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!

FO PARTICULARS APPLY TO EDM. JOHANSEN or SIEMSSSEN & CO. [a55]

NEW STOCK

SUMMER UNDERWEAR.

SHIRTS. COLLARS. TIES.

STRAW HATS. PITH HELMETS.

RAINCOATS AND WATERPROOFS.

## LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904. [a32a]

## ARNHOLD. KARBERG & CO.

32a

LARGE STOCK

OF LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904. [a333]

### NOTICES OF REMOVAL

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LINE.

THE OFFICES of the above Steamship Company have This Day been REMOVED to ALEXANDRA BUILDINGS, 3rd FLOOR.

Hongkong, 23rd April, 1904. [a138]

### CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK, LTD. (Proprietors of David Storer & sons), have REMOVED to ALEXANDRA BUILDINGS (3rd FLOOR).

W. D. GRAHAM, Manager. Hongkong, 20th April, 1904. [a157]

### NOTICE OF REMOVAL.

D. R. KEW, BROTHERS & CO., have This Day REMOVED their Dental Surgery to ALEXANDRA BUILDINGS, 3rd FLOOR.

Hongkong, 2nd May, 1904. [a158]

### OCCIDENTAL HOTEL.

ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.

**A. S. WATSON & CO.,**  
LIMITED

THE LEADING MANUFACTURERS

OF

**AERATED  
WATERS**

IN THE FAR EAST.

AERATED WATERS of our manufacture made under constant European expert supervision are sold throughout the Far East and are invariably preferred on account of their excellence.

THE MACHINERY in use embodies every improvement known up to date.

ABSOLUTE PURITY is guaranteed. THE BEST MATERIALS only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

**A. S. WATSON & CO.**  
LIMITED:

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

[31]

MARRIAGE.

On the 9th May, at the Park Church, by Rev. F. T. Johnson, M.A., Rouart McGregor, Shanghai, third son of the late R. McGregor, Greenock, to Agnes Bremner Sinclair, M.B. Ch.B. second daughter of W. M. Sinclair, Greenock, Scotland. (1221)

DEATH.

On the 28th April, at St. Luke's Hospital, Tokyo, George Battfield, of Kobe, aged 66 years.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10TH MAY, 1904

THE MOST interesting points in the report of Mr. BISHI TAYLOR on the Harbour in 1903, the more important parts of which we published in our issue of yesterday, were undoubtedly those connected with the growth of shipping here. 1903 was Hongkong's record year, beating 1902, the next best, by 2,511,082 tons in the total tonnage entering and clearing. As that total tonnage was not much over twenty-four millions it will readily be seen how great was the proportionate increase last year. And as the 1902 figures were larger by 2,203,396 tons than those of 1901, the improvement is evidently not a mere sensational jump, but part of a real advance by Hongkong.

Alike in British ocean-going tonnage and river steamers, in foreign ocean-going tonnage and river steamers, and in junks in local trade were increases recorded. Only in steam launches trading to ports outside the Colony and in junks in foreign trade was there a falling off.

If we compare the tables of percentages in

Mr. TAYLOR's report and in that of the previous year, we find that British ocean-going tonnage now claims 28.2 of the whole as against 27.94 in 1902, and British river steamer tonnage is now 18.6 per cent. as against 16.52. Foreign ocean-going tonnage has slightly increased, from 30.25 to 30.51 per cent., while foreign river steamer tonnage has more than doubled, being now 1.81 per cent. against the 0.89 per cent. of 1902. The daily average of steamers, sailing vessels, steam launches, and junks in foreign trade entering Hongkong Harbour in 1900 was 68, as against 71.2 in 1902, a full sufficiently accounted for by the fact that over 2,000 less junks entered in 1903 than in 1902. For European-constructed vessels alone, on the other hand, the daily average was 19.9 in 1903, as against 17.1 in 1902 and 14.8 in 1901. Under the British flag, there was noticeable in 1902 a

decrease of ten in the number of ocean-going vessels, a decrease which, Commander MURRAY RUMSAY observed in his report, lost a portion of its significance when one considered the increase of size in the vessels, as evidenced by a rise in tonnage of over 200,000 tons. But in 1903 the British flag fully recovered from any partial decline, there being an increase of 1,347 ships of 1,678,500 tons, of which 427 ships of 762,845 tons were credited to ocean-going vessels. This ocean-going increase, Mr. TAYLOR states, is principally due to the fact of some new lines having been established—the China Commercial Steamship Company, the British India Steamers now visiting the port, the addition of some new steamers to local firms, and lastly to an increase of coal imported from Australia in steamers now to the Port. The river steamer tonnage was increased principally by the addition of the *Kinshau* and *Wing Chai* and by the additional sailings of the Hongkong, Canton & Macao Steamboat Co. The great increase under foreign flags in 1902 was not quite kept up in 1903. In the former year the growth was 1,267 vessels of 1,358,709 tons; last year it was 681 vessels of 1,063,904 tons. The flags gaining in 1903 were those of the United States, of China, of Japan, and of France.

Under the heading of Trade, we observe net increases alike in imports (21,847 tons), exports (24,252 tons), and transit cargo (502,553 tons). The great advances of 1902 in imports (482,476) and exports (126,814 tons) were not kept up, but the transit cargo figures of 1902 (237,812 tons) were enormously improved upon. Of individual imports, coal continued to improve, 14 per cent. being last year's increase. Cotton entirely recovered from its decline in 1902 and increased over 80 per cent. Case petroleum and flour also took upward turns, though not so pronounced. Bulk petroleum continued to decline, and rice, sugar, and timber all fell off after their improvement in 1902. In the total reported import trade of Hongkong, we find that 1,218 less vessels, but of 1,091,807 more tons, brought 470,392 more tons of cargo; of this latter 32,161 less tons were discharged at Hongkong than in 1902. In export trade 1,343 less vessels, but of 1,102,090 more tons, took 111,431 less tons of cargo from Hongkong; but 21,617 more tons of bunker coal were shipped hence.

These figures tend to become tedious, and we shall inflict no more on the reader now. We have perhaps quoted enough to show how firm is the Colony's position in the shipping world in the absence of any rival near by. It is this position which we have now to defend against the possibility of opposition. And herein lies the enormous importance of the railway question to Hongkong. Until we see the Kowloon-Canton Railway built we cannot feel safe.

This month there will be two public holidays following each other, namely Whit Monday, the 23rd and 24th inst.

The Lawrence-Murray slander case which was down for hearing in the Supreme Court yesterday afternoon was withdrawn at the last moment.

Five more fatal Chinese plague cases were reported in the 48 hours ending at noon yesterday. Two of the bodies were found, one of them floating in the Harbour.

It is stated that the infamous General Gribsky, who ordered the massacre at Blagoveshchensk in 1900, is commanding the garrison artillery at Port Arthur.

An Chinaman charged with burglary at the Surrey Quarter Sessions was found to be insane, and was ordered to be detained during his Majesty's pleasure.

The visitors to the City Hall Library and Museum last week were 210 non-Chinese and 60 Chinese to the former, and 72 non-Chinese and 1,071 Chinese to the latter institution.

The stocks as used at Hongkong is a mild punishment compared with a torture in vogue at Shekwan. During the great festival a Chinaman was chained up like a dog with an iron collar locked around his neck. He had about ten feet of scope.

The clerk to the Steppen guardians denies the truth of the popular belief that "every British child born at sea is a parson of Steppen." It is not, and, so far as he can ascertain, after much enquiry, he says, never has been the case. This will be disappointing news to several people in Hongkong, who claim Steppen as their domiciliary parish.

A griffin at Hongkong recently accosted a Chinaman in Des Vœux Road: "Will you be so kind as to direct me to the China Navigation Company's offices, of which Messrs. Butterfield and Swire are the agents?" The Chinaman, though he reckoned he knew the foreigner's language, could not understand him. He responded: "No saves! Who fo' you no speckle Englis' alle same me?"

**TELEGRAMS.**

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

**THE WAR**

PORT ARTHUR STILL OPEN.

LONDON, 9th May, 10.35 a.m.

It is officially declared at S. Petersburg that Port Arthur is still open.

**RUSSIAN LOAN.**

LONDON, 9th May, 10.35 a.m.

It is announced at Brussels that a Russian Loan of 45,000,000 francs was signed on Saturday.

**THE VLADIVOSTOCK SQUADRON.**

LONDON, 9th May, 10.35 a.m.

The Vladivostock squadron has returned to port.

**RUSSIA AND THE AFGHAN FRONTIER.**

WARLIKE DEMONSTRATION.

LONDON, 9th May, 10.35 a.m.

Russia is making a warlike demonstration on the Afghan frontier.

**THE MARSEILLES STRIKE.**

EXTENDED TO HAVRE.

LONDON, 9th May, 10.35 a.m.

The Marseilles strike has extended to Havre.

**THE TIBET MISSION.**

KARO PASS CAPTURED.

LONDON, 9th May, 10.35 a.m.

Karo Pass was captured after three hours' fighting. Col. Bethune's loss was three killed and 21 wounded, while the Tibetan loss was 200 killed.

**PHILIPPINE TAXATION.**

STRONG PROTEST.

MANILA, 9th May, 8.3 p.m.

A committee comprised of the Presidents of the five Chambers of Commerce strongly protested against the revenue measure, declaring the rates excessive, and conditions too inquisitorial. The taxes on business, manufactures, and occupations were objected to as prejudicial to local industries. The corporation taxation was

extended to as prejudicial to local industries. The corporation taxation was emphasized as unjust and discouraging to capital. The memorial suggests a modified bill as possibly acceptable, but in its present form it is impossible for existing conditions. This is the most considerable opposition yet offered. The measure will be shortly up for passage after three years' consideration. It is intended ultimately to supplant the import revenues.

**REUTER'S SERVICE.**

THE WAR—PORT ARTHUR SEALED.

LONDON, 7th May.

Though not officially admitted, it is believed in S. Petersburg that Port Arthur is isolated and the harbour sealed. Admiral Alexieff and the Grand Duke Boris left hurriedly to avoid being cut off. The smallest possible force has been left at Port Arthur, which is provisioned for one year.

**THE TIBET MISSION.**

LONDON, 7th May.

The Daily Mail says that 800 Tibetans attacked the Mission at Gyangze on the 5th instant and were repulsed with great loss. The Mission had two Sepoys wounded.

**A PHANTOM SHIP.**

MYSTERIOUS EXPERIENCE OF THE "QUONG NAM."

The Quong Nam, from Iloilo with a cargo of sugar, has a mysterious tale to tell. The vessel left the Philippine port on the 2nd inst., experiencing very rough weather. On the 6th inst., shortly after midnight, the vessel being in about Lat. 23.30 N., Lon. 115.50 E., the second officer was on watch. He saw a light, the stern light of a steamer, about a mile ahead. A blinding rain squall struck the ship about that time, the wind simply howling through the rigging. The second officer, in spite of the elements behind a canvas "dodger," could not see a yard ahead. After the squall had passed no steamer was to be seen. The officer promptly called the captain and chief, engines were slowed down, and the Quong Nam was kept circling around till daylight, but nothing further was seen of the ship ahead.

One man jokingly asked the second officer what cocktails he had that night, but he is certain he saw a steamer. The only rational explanation, therefore, is that some good ship has gone to the bottom.

**WAR NOTES.**

JAPANESE OFFICIAL DESPATCH.

The following despatch was kindly sent to us for publication by the Japanese Consul on Sunday night, but unfortunately, by some accident, did not reach us in time to be inserted.

"Tokyo, 8th May.

"General Kuroki reports that our cavalry is dispersing the enemy. Our infantry detachment occupied Fenghwangcheng on the 6th instant. The enemy before evacuating burnt [their] ammunition. The enemy's refugees continue to come out of the adjoining forests and village and surrender. The natives say the Russian wounded were passing Fenghwangcheng on litters on the 2nd instant to the amount of 800; their total casualties probably exceed 3,000. Our army landed at [a point in] Lioutung reports our detachment repulsing a small body of the enemy. On the 6th instant they occupied Pulanlung, and destroyed the railway and telegraph. The communication to Port Arthur was cut."

TELEGRAMS TO SHANGHAI.

We take the following from the issue of the N.C. Daily News, to hand yesterday:

"Peking, 2nd May.—The Russians are building three pontoons near Hsinmin. They have bought a hundred or more junks at Newchwang, and are using the materials in the construction of a branch railway between Niuchtan and the forts at Yingkou and have compelled the Chinese local officials to repair the main road between Hsinmin and Moukden. The Russian forces on the west bank of the Liao river are increasing day by day."

"Tokyo, 2nd May.—Six Russian posts have been established west of Liao by a Colonel with 1,000 men, the proposed neutrality of the territory west of the Liao being actually broken."

[In this connection we may note that a Hsinmin native despatch states that of late unprecedented numbers of Russian soldiers have again begun to invade Chinese neutral territory west of the Liao river.—ED. D.P.]

"Tokyo, 2nd May.—The Russians are building new forts in the hills west and north of Dailu city, and have dug mines on both sides of the wharf."

"Tokyo, 2nd May.—It is learnt on good authority that the Japanese passage of the Yalu, the artillery operations, and the occupation of the highlands near Chiluicheng were carried out according to the prearranged scheme of operations. The prompt occupation of Chiluicheng was largely due to the superiority of the Japanese artillery, coupled with the experience gained in the China-Japan War. The Russian guns, like the French, are excellent, but too light. As to the occupation of Chiluicheng, the Imperial Guards, who took the centre, and whose casualties are therefore more numerous, behaved splendidly. The major, who was wounded, heads the whole list of casualties. The taking of the key of the position near Chiluicheng was probably effected through silencing the Russian artillery on the left flank. The subsequent pursuit of the enemy was very hot work.

"It is gathered from different sources that the Yalu operations, extending over about five miles, were effected most satisfactorily and promptly, almost as if they were only maneuvers, which reflects great credit on the previous reconnaissances. The Russians reopened their resistance at Chiluicheng on the 1st instant, the Japanese victory being made complete by a furious attack on the enemy from three sides in the afternoon. Twenty guns were captured with all their wagons, over twenty officers, including a Colonel of Cavalry, and many men. It appears that the Russian artillery fire was effective at 7,500 metres (over 8,000 yards); their bravery may be admitted, but their fire was not very well aimed; on the other hand, the excellence of the Japanese heavy artillery was fully borne out by its effect on the enemy, and the Japanese martial spirit is running higher than ever, as reported by General Kuroki. The naval detachment co-operated with the army from a point four miles lower down the river. This harmonious co-operation greatly expedited the general operations.

"The Russian forces numbered 30,000, with 48 guns, with a front extending four miles. It has transpired that the Russian forces engaged consisted of their picked corps, while the casualties on both sides—700 Japanese and over 900 Russians—imply that it was a very hot engagement.

"The operations beyond the Yalu were continued from dawn to yesterday evening with unremitting intensity. The Russians will now be compelled to retire to Fenghwangcheng via the main road along the Yalu."

"Tokyo, 2nd May.—From later advices it is learnt that the soldiers on board the *Kinshu Maru* burned all documents, removed their uniforms and badges, and after firing volleys, gave three cheers for the Emperor and for Japan. Torpedo-boats escorted the *Kinshu Maru* on her outward voyage, but could not do it on the return voyage owing to the bad weather, and this caused the disaster. The distance between the *Kinshu Maru* when she was stopped and the land was sixteen miles."

RUSSIAN FINANCIAL MEASURES.

The Official Messenger (S. Petersburg) last month published a communication with regard to the retractions in certain branches of State expenditure which have been decided in consequence of the war. The communication shows that it has been found advisable for the present to devote the free balance in the Imperial Treasury to war purposes without resorting to other means, and further to increase the funds in the Treasury by means of economies in the Budget for 1904, especially in the civil estimates. The scheme for effecting economies was drawn up at a special conference presided over by Count Solsky, and after being approved by the Minister of Finance and examined by the Council of the Empire, was finally sanctioned by the Tsar on the 19th ult. The guiding principle in making the reduction was that they were only to be effected in respect of fresh measures intended for the improvement of existing services, and without disturbing the ordinary course of public life or infringing the rights of any person as regards the obligations of the Treasury. The total sum yielded by the savings effected amounts to £14,377,106 roubles (£14,201,768). Of this amount a sum of over 18,000,000 roubles (£1,903,220) comes under the head of credits sanctioned last year; the remainder, amounting to 115,493,366 roubles (£13,209,130), falls upon the Budget for 1904. The chief reductions are on account of railway construction, namely, 54,000,000 roubles (£3,709,610), the improvement of existing railways, and various works on the naval stations of Vladivostock, Port Arthur, etc. The reductions in the Budget for 1904 amount to 5.3

## PAKHOI.

[FROM OUR OWN CORRESPONDENT.]

Pakhoi, 5th May.

SEQUEL OF THE RECEIVING CASE.  
In consequence of the rumours that several officials, including the Prefect and Sub-Prefect of Linchow, had received bribes in order to mitigate the punishment on the charge of receiving stolen goods by Cheong Kwok Fong, the principal of the Kwong Cheong Hing shop of this port, in January last, an enquiry has been instituted in Linchow by the Prefect. Cheong Kwok Fong was summoned to Linchow a fortnight ago and was asked how much money he had spent privately to obtain his release. On being pressed to tell the truth, he declared that he had spent over \$1,000 in presents to various petty officials, and amongst the recipients were the late magistrate of Pakhui, two officials of the Municipality, and the official in whose custody he was while his case was pending decision. The bribed officials were ordered to refund the amount they had received, and it will be devoted to educational purposes together with the \$2,000 of the original fine. After the enquiry, Cheong Kwok Fong was allowed to return to Pakhui, but fearing still further trouble, he made hasty departure by a Hongkong steamer, leaving his shop in the hands of his *fokis*.

## HEAVY RAIN.

We experienced an unprecedented heavy rain fall on the 28th ultimo. It started shortly before one o'clock in the morning, gradually increasing in strength, and by daylight it poured in torrents, continuing until 9 a.m., when it began to slacken. By this time the streets were almost impassable; the water in some of them was quite two feet deep. Several houses collapsed and have been partly washed away, but no lives were reported to have been lost; large quantities of rice, paddy, and other merchandise in stores were soaked and damaged. The foreign community sustained no other damage beyond having their gardens and compounds flooded for a good part of the day, but the east wall of the Custom House, not being strong enough to resist the great mass of water pouring down from the plain on the upper levels, collapsed shortly after daybreak. This plain itself was temporarily converted into a lake on which a barge could easily float. The rain-gauge at the Custom House, I am informed, registered over nineteen inches at 9 a.m. on the 28th. Considering that the rain began about 1 a.m., the amount of water during the nine hours is marvellously large, even for a tropical country.

## A REVENUE CRUISER.

The Customs cruiser *Kaiyan*, Commander C. J. Williams, arrived here on the 2nd instant on a cruising visit.

## A MACAO LOTTERY TICKET.

A crowd of jovial, weather-beaten tars, mostly married men who had deserted the quietude of long sea voyages so as to see more of their homes, skippers and mates of Hongkong-Canton River steamers, were sitting around the fireless stove of the s.s. *H*—, enjoying a quiet smoke and chat, and, by the way, drinking the Captain's whisky. Many and curious had been the various yarns spun, only one old "sea dog," a man who bore the reputation of having smuggled arms to the Moros in days gone by, remaining silent.

"Come on, Jock," said one of the company, "it's your turn now!"

"Well!" replied the other, refilling his pipe, "when I was Mate of the *C*—, some two years ago, we arrived at Canton one morning, when a Chinaman asked the skipper to buy a ticket in the Macao lottery; the last one he had left. The 'old man' knocked the ticket out of the Johnny's hand, the wind carried it far astern, and it was borne away by the freshet. The Chinaman made a bit of a hobby, of course, but we shoved him down the gangway with little ceremony, and nobody thought anything more about it. After tiffin I strolled out to clear the ensign and, as I leaned over the after-rail, dash my eyes if I didn't see that darned ticket floating up river with the incoming tide. I jumped into the 'twen decks in less time than it takes to relate and tried to fish it up with a boat-hook, but as I could not reach it had to set off in a sampan. The Chinese say, you probably have heard, that when one man saves another from drowning the rescued man belongs for life to his benefactor. Well! seeing that I was a youngster that when one is in Canton he must do as Canton does, I reasoned that that ticket belonged to me, and I put it away in my dicky box."

Old Jock here paused, poured out a fresh peg, and proceeded to relight his pipe.

"Yes!" exclaimed all in chorus, "and did it win the first prize?"

"No," answered Jock with great deliberation, "it didn't win a bloomin' thing."

## THE COMING FIGHT IN THE RED SEA."

Passengers on the s.s. *Himalaya* had a good time on the voyage out, judging from the contents of the *Ocean Post*, the daily journal published on board. A "telegram" from its "special correspondent at Aden announces that 'two Russian war vessels have left here with the intention of sinking or capturing the *Himalaya*, as it is supposed that a Japanese duke travelling under the name of Mikami is on board.' 'Sooner than give up our little Jap' (comments the editor), we will go fishing for chariot wheels. We ask every man to join our Volunteer fighting crew. We have already permission no use the brass muzzleloaders, but as there is no shot we have arranged with the chief steward for a good supply of pastry. Any lot obtained should be handed over to the editor.'

## RAILWAYS IN CHINA.

The Shanghai native papers are busying themselves with the subject of various railway projects in China. According to the *Shawnpao* an American merchant has applied from the Waiwupu for permission to build the Taiyuan Hankow railway with a capital of Tls. 40,000,000 which have already been subscribed, definite arrangements having been made with the Governor of Shensi as regards the railway. This railway, as proposed, will run from Taiyuan-fu, Shensi, passing Shensi, through Tang Kuan, and on to Hankow. The Waiwupu have not yet given any reply.

The *Universal Gazette* learns that the original scheme of the Belgian railroad merchants was to construct a line of railway from Shanghai to Canton where it would join the Canton-Hankow Railway, but in time their engineers found that Fohkien and Chekiang, through which the proposed line had to pass, were so mountainous that extraordinary labour and capital would be required to carry out their scheme. Therefore they finally gave the idea up and turned their attention to the northern section of the Canton-Hankow Railway, but at the right to construct this section had been acquired by others, the Belgians had likewise to give up the idea. [This we believe to be quite incorrect.—Ed. D.P.] They then at last hit upon the scheme of the Shanghai-Human Railway which was to come into contact with the Canton-Hankow Railway in Hunan Province. They proposed to build this line from Shanghai to Hangchow and then by way of Changshan of Chincou to Hangchow to Yushan, Kiangsi, then by way of Nanchang, the provincial city of Kiangsi, to Changsha, Hunan; consequently the line will pass through the four provinces of Kiangsu, Chekiang, Kiangsi and Hunan, where it would cut through the branch line of the Canton-Hankow Railway. The Belgians proposed further to compete for the privilege of constructing this branch line so as to share its profits with the Americans. Now this whole scheme was taken up by the Belgians before the Boxer disturbance, but it was not till last winter that it assumed any definite shape. At that time, a Hunan, a Fohkien, and two Chekiang merchants, with some Belgian merchants in Shanghai, got hold of this idea, and it was proposed that the Belgians were to go to Peking and ask the representative of a certain Power (the Belgian Minister?) to obtain on their behalf this concession from the Chinese Government, while the Chinese originators were to proceed to Peking to work the scheme to a success through influential officials. They promised the Empress-Dowager through a certain Imperial clausman that the Belgians proposed to prospect for a capital of Tls. 3,000,000 to build this line, and the latter would present out of this Tls. 1,000,000 to her as a royalty, as soon as she had given consent, the amount to be immediately deposited with the Russo-Chinese Bank at Peking. It was understood that the originators would get Tls. 300,000 as their reward for carrying out the scheme to a success and the four Chinese originators would also get appointed to lucrative and influential posts on the railway when it has been completed during construction. The whole scheme has been carried out most secretly, but it is said that its success is now assured.

After a decree sanctioning the right to the Belgians has been promulgated they will immediately proceed to Belgium to prospect for capital. If the Chinese wanted a certain number of shares they could purchase them in advance now and the share could be retained for them, but not otherwise.

It is to be noticed that no British railway schemes in China are talked about. This is a we should expect.

## THE ANTARCTIC EXPEDITION.

The Antarctic exploring expedition which sailed from New Zealand in December, 1901, under Commander R. F. Scott, R.N., returned to Lyttelton in March with the two relief ships which sailed from Tasmania in 1903.

It was in January 1902 that the *Discovery*, under Captain Scott, R.N., pierced the icepack on its voyage furthest south. Lieutenant Armitage, R.N.R., formerly of the Jackson-Haworth expedition, was second in command. After visiting Cape Adare and other points on Victoria Land, the vessel sailed eastwards along the ice cliffs of the great ice barrier of Ross for over 400 miles, or 150 miles beyond the furthest point previously reached by explorers. Then its journey was blocked and the winter was passed at the foot of Mount Erebus and Mount Terror. The lowest temperature experienced was 62deg. F. below zero.

At the coming of spring sledge parties were organised, and much useful and daring work was accomplished. Once

Captain Scott and some companions beat all records by reaching the latitude of 82deg. 17 min. S. Their journey took ninety-three days and they travelled nearly 1,000 miles, suffering great hardships.

The *Discovery* was left imprisoned in the ice south-west of Erebus and Terror, and the *Morning* was sent out to her relief. The latter found Captain Scott's ship icebound, and was unable to approach within ten miles, so that all stores had to be carried over the ice. The *Morning* then returned, but the summer failed to release the *Discovery*, and it became necessary to despatch further relief. The *Terra Nova*, a fine old whaler, was consequently fitted out to go to the assistance of the ship that had sailed furthest south.

## POLICE COURT.

Monday, 9th May.

BEFORE MR. H. H. J. GOMPERTZ  
(ACTING POLICE MAGISTRATE).

## ON BOARD THE STEAMER.

A Chinese lady while on the steamer going to Shokwan had rather an unpleasant experience. Another passenger came and sat alongside the young lady and stole her umbrella.

Fifteen days' hard labour and six hours' stocks.

## THEFT.

Mr. Hazelton appeared on behalf of a man charged with stealing a jacket. It appears that defendant took the garment from a partition of a cubicle, inside of which a woman was sleeping. He was sentenced to 15 days' hard labour and six hours' stocks.

## NO OFFENCE.

Sergt. Kerr charged three men with carrying bamboo under verandahs, causing obstruction on the footpath.

The Magistrate said this was no offence under the ordinance.

## YOUTHFUL THIEF.

Sanitary Inspector O'Kieffe charged his Chinese boy, 16 years of age, with stealing \$11.70. The young thief bought a watch and chain and had a trip to Shokwan with the spoil, but now has to look at the matter from another point of view.

Twenty-one days, and ten strokes with the birch.

## PITCH-AND-TOSS.

For playing pitch-and-toss with some of his friends a Chinaman was fined \$5.

## ASSAULT.

Bartholomew, an ex-P.C., was charged with assaulting a ricksha-coolie, a civilian, and a police constable. He was fined \$25 or 42 days.

## BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## OUT OF HIS MIND.

Mahomed Ali, a soldier of the 110th Mahratta Light Infantry, was charged with behaving in a disorderly manner. He made a great noise in court, crying out *La laha illah, Mahomed rauqulah*, also calling for his father and mother.

The charge was withdrawn as the man was considered out of his mind.

## FORGERY.

Dr. Hall Wright charged his "boy." The servant collected \$12 to pay a bill, pocketed the money, and gave his master a forged receipt. The servant put off the man to whom the money was owing for some time, but the latter eventually applied personally to Dr. Hall Wright, and the theft was discovered.

Six months' and six hours' stocks.

## UNLAWFUL POSSESSION.

A marine hawker was charged with unlawful possession of three ingots of zinc. It appears from the evidence, that the man received the ingots in exchange for Chinese lites on board the P. & O. s.s. *Malta*, from one of the engine room staff. Defendant had failed to put in an appearance when case first came on, so forfeited \$100 bail. He afterwards came up of his own accord and was fined \$1, making \$101 in all.

## ASTRAL SIGHT.

According to an American journal, *Vesta La Viesta*, a member of the Cosmological Centre, has been making visits to Mars and Venus by projecting her astral body to those planets. She related her experiences and impressions, recently in a lecture before the society. "Mars is," she explained, "peopled with an enthusiastic, stalwart, noble race of men, with complexions shiny and black as ebony. They are wiry, muscular, taut, and very supple. They play with electricity as we would with fireworks."

"They have a way of flashing firelike radiations from their legs that makes their presence dectiably luminous, lively, and at times somewhat dazzling. They appear like huge warriors attired in atmospheric raiments of flame."

"The Mars women are beautiful, with daintily-moulded forms, and with very fair complexion. Their flesh is luminous."

She described the architecture of the country as transcendent, and said the arts and government were of proportionate superiority to this world.

"Venus," according to the lady, "is small, but a very beautiful and tropical planet, and is inhabited by a charming race of beings; they are associated most happily in son-mated couples, for they have a flexible astral or physiological tubing, which invisibly connects their bodies and prevents them from wandering or straying or being separated at any time from their true soul-mates."

## A CHINESE MURDERER.

## WILD SCENES IN COURT.

An unprecedented scene was witnessed in the criminal court at Peak Hill, New South Wales, when a Chinaman named Al Chick, who had given himself up for the brutal murder of Mr. Tregaskis, a local resident, was led in handcuffed. As he passed up the room, Mr. Oxley, a justice of the peace and son-in-law of the murdered man, intercepted him and struck him terrible blow on the mouth, felling him instantly. Mr. Oxley was immediately secured by the police and remanded to be dealt with by a magistrate. Later Mr. Tregaskis' son was called to the witness-box. Anticipating trouble, the police watched the witness closely, but the latter contrived to hurl a large stone at the Chinaman, striking him on the head, and inflicting an ugly wound. The police closed and grappled with the witness, and a wild scene followed. Friends of the murdered man fought and wrestled to get at the trembling prisoner, chairs and tables were knocked over and smashed, and, together with the dock and other furniture in the court-room, were splashed with blood.

The *Discovery* was left imprisoned in the ice south-west of Erebus and Terror, and the *Morning* was sent out to her relief. The latter found Captain Scott's ship icebound, and was unable to approach within ten miles, so that all stores had to be carried over the ice. The *Morning* then returned, but the summer failed to release the *Discovery*, and it became necessary to despatch further relief. The *Terra Nova*, a fine old whaler, was consequently fitted out to go to the assistance of the ship that had sailed furthest south.

## STEAM COAL FOR THE FAR EAST.

The *British Trade Review* of April 1st says:—The steam coal market, owing to the abnormal demand for the Far East, has been excessively busy, and prices show a steady advance. From returns issued, it seems that during the months of January and February no less than 272,392 tons were shipped to Japan, Singapore, Hongkong, Colombo, and Port Arthur. As compared with the corresponding period of the last year this shows an increase of about 200,000 tons.

Since then an additional 100,000 tons have been purchased for Japan alone, fifteen steamers having been fixed within a period of seven days. From seventeen to twenty steamers have been taken up for Hongkong, the rates to which port have advanced from 18s. to 2s.

A good deal of coal, however, does not represent new purchases, but forms part of the contracts made by the British Admiralty in the autumn of last year. Large shipments have also been made within the last few days to Shanghai, Colombo, and other Eastern ports.

For very obvious reasons no coals have been purchased for Port Arthur since the 1st of January, though it is reported that Russian agents have been seeking passage for *Kia-chau*, the German concession in China. A freight as high as 65s. is said to have been offered to any shipper willing to load to this port, but as the charter includes a secret option, which may mean that on the arrival of the vessel at *Kia-chau*, the captain may be instructed to move the blockade to Port Arthur, up to the time of writing nobody had been found willing to undertake the risk.

Still, very pressing inquiries are being made at five or six of the best steam collieries as to the terms upon which they would be prepared to supply 20,000 tons, or an aggregate of 100,000 tons, in May next, for ports in the Yellow Sea. During the month two Japanese steamers have left Cardiff, each with 3,000 tons of best steam coals.

Before leaving the port the shippers entered into a bond with the Customs authorities that the coal was intended solely for bunkering the vessels, and so escaped payment of the coal tax. The abnormal demand has sent up prices of best coals from 1s. 6d. to 1s., and in some cases to 1s. 6d. per ton; second-class coals are also selling at 1s. to 1s. 6d.

## MR. ALLEYNE IRELAND ON THE MALAY STATES.

Mr. Alleyne Ireland, whose writings now meet us at every turn, has contributed to an American magazine an interesting study of the administration of the Federated Malay States. In the Philippines Americans recognise "a very difficult proposition," and they have also the wisdom to recognise, as Mr. Ireland's mission testifies, that "they may materially lighten their task by making a judicious use of the experience gained by older colonising Powers in dealing with Asiatic peoples. The idea is admirable if the conclusions would be accepted." Mr. Ireland prefaces his account of the administration we have established in Malaya by a brief historical summary of our connection with the Malay Peninsula. "The origin of British rule in the Malay States is," he says, "an interesting study, because it represents territorial acquisition (or a degree of control which, in fact, amounts to that) under circumstances which have always seemed to practical men of action to justify the event, but which to the armchair traveller, to the long-distance philanthropist, have always afforded, and still afford, material for painful sermons on the inherent wickedness of all strong nations, and the inherent goodness and right-mindedness of all weak native races. It is a conflict of theories which can never be reconciled, because one side argues from conditions as they are and always have been, the other from conditions as they ought to be and never have been—in a word, from the opposite standpoints of observation and speculation."

Mr. Ireland traces the various stages out of which there has grown the existing federation under the authority of a Resident-General, the agent and representative of the British Government. He pays a well-merited tribute to the work of Sir Andrew Clark, Sir Hugh Low, and, last but not least, to Sir Frank Swettenham. But it is to his summary of the results that have followed the introduction of British rule in Malaya that we may direct attention. What Mr. Ireland asks, has British rule achieved for the Malay States? His answer is that "it has given the native security of life and property; it has abolished slavery and the extraction of unpaid labour; it has established permanent land titles; it has provided free education and free hospital treatment and medicine for all; it has exterminated piracy; it has put an end to the recurrent scourges of smallpox and cholera; it has built over 1,000 miles of metallised roads; it has built out of current revenue 300 miles of railway, which carried nearly 4,000,000 passengers in 1902, and earned in ten years a net revenue of over \$7,000,000; it has, perhaps unwisely, left the natives untaught. We stop here, though it does not exhaust the appreciation that Mr. Ireland extends to the work done in the States, since the middle seventies, and in which any administration may well feel a justifiable pride.

## SKIPPING.

A medical pamphlet recommends skipping as a mode of exercise by means of which the middle-aged may contrive to keep themselves fit in spite of the hurry and worry of twentieth-century life in cities. It is not explained whether the exercise can most profitably be taken within doors or without; but it is clear that each plan has its *prima facie* disadvantages. On the one hand the twentieth-century flat is not built with a view to skipping, and might possibly collapse like a house of cards if all the tenants thus diverted themselves at the same hour. On the other hand any middle-aged man—and more particularly any middle-aged lady—who took to skipping publicly in the streets, might excite the derision of the young, like the hopping sugar-broker in Mr. Gilbert's ballad. This last objection, however, obviously depends rather upon transient prejudice than upon anything in the eternal nature of things, and might conceivably be overcome by concerted action on the part of those who need the exercise. A skipping club in every square and crescent, disporting itself merrily to the strains of a specially-hired barrel-organ, would add to the vivacity of our sober thoroughfares, and perhaps even enliven the national character while improving the physical health.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for C. & C. Telegraphic Address: PRESS, COLES: A. B. C., 5th Ed. Letter. P. O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

FIRST-CLASS FURNISHED ROOMS with or without Board, close to Post Office and Banks.

Apply to—

N. N. 98,  
Care of Daily Press Office,  
Hongkong, 10th May, 1904. [1211]

## REMOVAL.

WM. POWELL, LIMITED.

BUSINESS will be entirely suspended on Monday, 16th inst. (Except in the Gentlemen's Department, 23, Queen's Road), for the purpose of REMOVAL to our NEW PREMISES in DES VŒUX ROAD, which will be open on the Following Day.

R. G. HECKFORD,  
Manager.

Hongkong, 10th May, 1904. [1212]

## MARINE EXCURSION.

## THE Steamship

"SAN CHEUNG" will leave the Tung Yick Wharf at 3 A.M. on SUNDAY, May 13th, Weather Permitting, for a cruise to the LADRON ISLANDS or to the BOCCA FORTS, returning at 5 p.m. Fare \$3. Children Half-price. Lunch and Refreshments can be had on Board.

Tickets can be obtained from Messrs. Kelly & Walsh, or on Board the Steamer. Hongkong, 1st May, 1904. [1213]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vœux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a swan on water with wings raised in the name of the ITALIAN FAR EAST TRADING COMPANY, who claim to be the sole proprietors thereof.

The TRADE MARK is intended to be used by the applicants, forthwith, in respect of the following goods:

Needles and metal goods in class 13.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the under-signed.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,  
Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vœux Road,  
Hongkong. [1214]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vœux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese Characters 麥能行洋順道 and below are the words ITALIAN FAR EAST TRADING CO., the whole enclosed in a decorated square.

In the name of the ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof. The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Chemical substances used in manufactures, photography or philosophical research, and anti-corrosives, in class 11.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the under-signed.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,  
Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vœux Road,  
Hongkong. [1215]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vœux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese Characters 麥能行洋順道 and below are the words ITALIAN FAR EAST TRADING CO., the whole enclosed in a decorated square.

In the name of the ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Cotton piece goods of all kinds in class 24.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the under-signed.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,  
Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vœux Road,  
Hongkong. [1216]

## NEW ADVERTISEMENTS

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vœux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese Characters 麥能行洋順道 and below are the words ITALIAN FAR EAST TRADING CO., the whole enclosed in a decorated square.

In the name of the ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Tarpaulin, Tents, Rickcloths, Ropes, twine in class 50 (7).

A facsimile of the TRADE MARK can be seen at the office of the Colonial Secretary of Hongkong, and also at the office of the under-signed.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,  
Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vœux Road,  
Hongkong. [1217]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vœux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese Characters 麥能行洋順道 and below are the words ITALIAN FAR EAST TRADING CO., the whole enclosed in a decorated square.

In the name of the ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Cotton piece goods (not included in classes 23, 24 and 38) such as cotton braids and lama braids in class 25.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the under-signed.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,  
Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vœux Road,  
Hongkong. [1218]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vœux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese Characters 麥能行洋順道 and below are the words ITALIAN FAR EAST TRADING CO., the whole enclosed in a decorated square.

In the name of the ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Needles and metal goods in class 13.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the under-signed.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,  
Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vœux Road,  
Hongkong. [1219]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vœux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese Characters 麥能行洋順道 and below are the words ITALIAN FAR EAST TRADING CO., the whole enclosed in a decorated square.

In the name of the ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Chemical substances used in manufactures, photography or philosophical research, and anti-corrosives, in class 11.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the under-signed.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,  
Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vœux Road,  
Hongkong. [1220]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vœux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese Characters 麥能行洋順道 and below are the words ITALIAN FAR EAST TRADING CO., the whole enclosed in a decorated square.

In the name of the ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Cotton piece goods of all kinds in class 24.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the under-signed.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,  
Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vœux Road,  
Hongkong. [1221]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vœux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese Characters 麥能行洋順道 and below are the words ITALIAN FAR EAST TRADING CO., the whole enclosed in a decorated square.

In the name of the ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Cotton piece goods of all kinds in class 24.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the under-signed.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,  
Solicitor on behalf of the Applicants,

Nos. 39 & 41, Des Vœux Road,  
Hongkong. [1222]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vœux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a Chinese bear with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese Characters 麥能行洋順道 and below are the words ITALIAN FAR EAST TRADING CO., the whole enclosed in a decorated square.

In the name of the ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Cotton piece goods of all kinds in class 24.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the under-signed.

Dated the 10th day of May, 1904.

# ROBINSON PIANO Co. LTD.

MANUFACTURERS  
OF THE  
"SERVICE"  
AND  
"ECONOMIC"  
PIANOS.

SPECIALISTS  
IN  
"EVERYTHING"  
MUSICAL."

AND AT  
SHANGHAI AND  
SINGAPORE.

Hongkong, 7th May, 1904. 1640  
THE  
JOB PRINTING  
DEPARTMENT  
OF THE  
"HONGKONG DAILY PRESS"

IS REPLET WITH ALL THE LATEST  
AND MOST UP-TO-DATE APPLI-  
ANCES FOR THE PRODUCTION OF  
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF  
ILLUSTRATED  
CATALOGUES,  
CIRCULARS,  
VISITING CARDS,  
AND  
COMMERCIAL  
PRINTING

TURNED OUT ACCURATELY, AND  
WITH THE GREATEST DESPATCH,  
UNDER THE DIRECT SUPERVISION  
OF EXPERIENCED EUROPEANS.

BOOK BINDING,  
MACHINE RULING,  
GOLD LETTERING,  
AND  
MARBLING, ETC.,  
ALL EXECUTED ON THE PREMISES  
AT THE SHORTEST NOTICE.

LAW WORK,  
LEDGERS AND ACCOUNT  
BOOKS  
A SPECIALITY, AND AT PRICES  
WHICH COMPARE FAVOURABLY  
WITH ANY OTHER PRINTING ESTA-  
BISHMENT IN THE FAR EAST.  
ESTIMATES FURNISHED.

Hongkong, 1904.

## AUCTIONS

### PUBLIC AUCTION.

Particulars and conditions of the Letting by Public Auction Sale to be held on MONDAY, the 16th day of MAY, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Hung Hom, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING for one further term of 75 years. [1201]

### PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Content in Square Feet.	Annual Rent.	Upset Price.
1	Lot No. 85	Hung Hom	400 ft. 310 ft. 300 ft.	129,759	1,192	33,025

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

ON

WEDNESDAY, the 18th MAY, 1904, at 11.30 A.M., at their NEW GODOWNS, TO-KWA-WAN, Kowloon Marine Lot No. 72, Certain Machinery and Furnishings Salvaged from the s.s. "KINGSLEY," comprising:

One DONKEY BOILER (complete), One STEAM WINDLASS, One STEAM STEERING GEAR (complete), One HAND DITTO, One ENGINE ROOM TELEGRAPH (complete), One SET TRIPLE EXPANSION SURFACE CONDENSING ENGINES with all necessary connections, ELECTRIC PLANT with ASSORTED LAMPS and SWITCHES, &c., &c., &c.

Full Catalogues may be had from the undersigned.

The "KINGSLEY" being practically a new steamer the attention of SHIP BUILDERS is drawn to these Salvages as being in better order than is usually the case.

A STEAM LAUNCH will leave BLAKE PIER at 11 A.M. on day of Sale to convey intending purchasers.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd May, 1904. [1164]

### BUSINESS TRAINING COLLEGE.

"ELEMENTARY" Shorthand to 120 words a minute; completion to corresponding speed; \$50, or by instalments of \$5 a lesson.

"ADVANCED" LESSONS to completion or verbatim speed, \$10, or by instalments of \$10 each lesson.

FOREIGN LANGUAGES Taught.

TRANSLATIONS made.

TYPEWRITING taught on all makes of machines.

MANIFOLDING, DUPLICATING, and SINGLE Typewritten copies for the public.

MACHINES (all good makes) for sale.

EVENING Classes in Shorthand, Typing, English, etc. Hours, 7 to 9 o'clock. \$2 per lesson.

PUPILS attended at their own homes, or by post.

CIRCULARS post free.

WARRICK PEELE—Principal.

Hongkong (near G.P.O.)

Canton.—144, Shamian.

Hongkong, 4th May, 1904. [590-661]

### mitsu bishi dockyard AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A.I., A.B.C., Scots' and Engineering Code-Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513.  
Width of Entrance on Top... 89.  
Width of Entrance on Bottom... 77.  
Water on Blocks at Spring Tide 264.

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350.  
Width of Entrance on Top... 66.  
Width of Entrance on Bottom... 53.  
Water on Blocks at Spring Tide 22.

PATENT SLIP (at KOSUGI).  
Can take vessels up to 1,900 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING AND MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE. 176

### C. LAZARUS & CO.

60 & 61, BENTINCK STREET,

CALCUTTA.

Telegraphic Address: "MAHOGANY,"

CALCUTTA,

A.B.C. Code, 5th Edition, used.

### THE STANDARD

### INDIAN BILLIARD TABLE

Made throughout in Calcutta of thoroughly seasoned solid wood and fitted with extra low cushions. Guaranteed to stand the TROPICAL CLIMATE.

PRICE, complete, with accessories for Billiards Rs. 1,450, packed.

C. L. & Co. take all RISKS against BREAKAGE.

Latest PRICE LIST can be had from "HONGKONG DAILY PRESS" Office.

### THE COTTON PIECE-GOODS TRADE.

Sir F. Forbes Adam, President of the Manchester Chamber of Commerce, has received from Mr. Robert Barclay, an ex-president and one of the directors, a letter on the Board of Trade returns of the exports of cotton piece-goods in which he says:—

While the totals of all kinds continue to show steady progress, the details of that progress as shown in the different classes are, I think, also of great importance. Change is an element in the progress of trade that is ever at work. There is a constant striving to improve Enterprising firms promptly adopting new inventions shoot ahead of their neighbours. The tastes and tendencies of foreign markets are ever changing under the influence of new fashions and advancing ideas as to mode of living. Unbleached and plain white goods were perhaps the articles in which the export trade of Lancashire at first mainly developed. Even under these heads, with the exception of last year in greys, owing to special circumstances as to the supply of cotton known to all, the quantities have been fairly maintained, and I believe that there has been an important advance in the character of the goods which these classes embrace, say in the direction of figured and bordered goods. But when we turn to the other classes, say printed and dyed and coloured goods, we see more fully the advance that has been taking place. Grey goods may be taken as typical of our early shipments to foreign countries, but these countries have been advancing, the people who were formerly content to wear grey calicoes want now something better, and our Lancashire producers have been alive to the fact in supplying the higher classes of printed and coloured goods, which are now also wanted. All this has meant increased labour in multiplied processes, and increased employment for the people, and it is not wonderful that, with the knowledge of these facts patent to their own observation, the protectionists to convince them that their trade is going back. The increase in dyed and coloured goods, which in 1880 showed a value of £8,122,623, while last year it showed £13,605,387, is perhaps the most remarkable of all. Formerly this trade was mainly in the hands of a limited number of big producers, but now it is widely spread, not only in Lancashire, but also in Yorkshire, and among a host of small producers, who have found in it a suitable trade. It is singular to find that this branch of cotton manufacture, in which our Continental competitors were supposed to be advancing most, is the one in which the increase in England has been greatest. Our home trade houses perhaps at times see the dumping of these Continental-made goods upon our English market, but they don't see the dumping of buyers for Continental firms with connections abroad who come here to get the goods that sell best in foreign markets, because of their cheapness, due to the freedom with which the industries that produce them can be pursued.

The "KINGSLEY" being practically a new steamer the attention of SHIP BUILDERS is drawn to these Salvages as being in better order than is usually the case.

A STEAM LAUNCH will leave BLAKE PIER at 11 A.M. on day of Sale to convey intending purchasers.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd May, 1904. [1164]

101,056 rats have been examined bacteriologically. Of these, 3,744 were found to be infected with plague. A large number of other animals have been examined for plague with positive results in many instances.

The question of the confusion of fowl cholera with plague in the absence of a detailed examination arose. It is proposed to go more fully into the matter.

The preparation of small-pox vaccine has been successfully prosecuted, 7,074 tubes were prepared during the year, an increase over 1902 of 3,422. A great increase in the sale of lymph was noted during the year. Compared with 1902 there was an increase of 1,641 tubes, and a similar increase of \$334 paid into the Bank. So far as I know the lymph has given satisfactory results and has been in demand not only in Hongkong but also in ports along the coast.

A cattle disease was investigated during the year. A preliminary Report was published by Mr. Gibson and myself, showing the disease to be a form of *Septicemia Hemorrhagica* and to have no connection with what is known as true rinderpest.

BEFORE GOING TO BED

DAVID CORY & SONS

MERCHANT NAVY

NAVY BOILED

ONG FLAX

CANVAS

RELIANCE CROWN

TARPAILING

ARNHOLD, KARBERG & CO.

34861 Sola Agents.

SIENTING.

SURGEON DENTIST

NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. 95

68-3

IN CANKS OF ABOUT

450 LBS. NET

TRADE MARK

CARBOLINEUM AVENARIUS

USED FOR OVER 25 YEARS.

LONDON ADDRESS: 54, VICTORIA STREET, WESTMINSTER, S.W.

Tel. ADDRESS: "FOLGORE, LONDON."

Telephone Nos. 746 and 747 WESTMINSTER.

WORKS TELEGRAPHIC ADDRESS: "LUCO, Gorton."

Telephone No. 255 MANCHESTER.

5119-3

BEYER, PEACOCK & CO., LTD.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

LOCOMOTIVE ENGINES

ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.

Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR LIFTING AND SHUNTING.

RACK RAIL LOCOMOTIVES, YARD ENGINES, &c.

WHEEL AND OTHER LATHEs, MILLING MACHINES, DRILLS, PLANERS, SLOTTERS, &c.

COMPOUND ENGINE.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.

STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

EMERY GRINDING MACHINES A SPECIALITY.

ALL TOOLS ELECTRICALLY DRIVEN IF REQUIRED.

ALL PARTS OF THE ENGINES AND MACHINE TOOLS ARE MADE ACCURATELY TO STANDARD GAUGES.

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

5119-3

## SHIPPING.

ARRIVALS.  
y 8. ELLA, Norwegian str., 912, Jacobsen, Captain, 18th March, Coals—DODWELL & CO., LTD.  
y 8. HAINING, British str., 1,067, Hodgins, Swatow, 7th May, General—DOUGLAS LAPRAIK & CO.  
y 8. HONGKONG, French str., 750, A. Suzou, Haiphong and Hoihow, 7th May, General—A. R. MACEY.  
y 8. HUH, French steamer, 705, Gedneud, Haiphong, 14th May, Rice—A. R. MACEY.  
y 9. ALGOMA, British str., 1,872, Thomas Evans, Cardiff, 16th March, Coals—DODWELL & CO., LTD.  
y 9. ANTENGE, British str., 3,563, R. W. Williams, Shanghai 7th May, General—BUTTERFIELD & SWIRE.  
y 9. ELLA, Norwegian str., 708, Christopher, Chinkiang 5th May, Groundnuts for Canton—ORIN.  
y 9. NANYANG, German str., from Canton.  
y 9. OLDENBURG, German str., 3,167, R. Troitzsch, Hamburg 3rd March and Singapore 4th May, General—MELCHERS & CO.  
y 9. RUBI, British str., 1,611, R. W. Almond, Manila 7th May, General—SHEWAN, TOME & CO.  
y 9. SHANSI, British str., 1,228, Carnaghan, Chinkiang 4th May, General—BUTTERFIELD & SWIRE.  
y 9. SHIMONA, British str., 2,699, Chaplin, Shanghai 6th May, General—DODWELL & CO., LTD.  
y 9. ULYSSES, British str., 2,281, L. M. Bovin, Singapore 3rd May, General—BUTTERFIELD & SWIRE.

CLARANCES:  
AT THE HARBOUR MASTER'S OFFICE.  
9th May.

YOKO, British str., for Nagasaki.  
YON, French str., for Chofoo.

ROBERTS, British str., for Sourabaya.

YAMPAU, British str., for Canton.

## DEPARTURES.

8th May.  
DONGMSON, German str., for Shanghai.  
9th May.

ACBURY, British str., for Mira Bay.

ALA, Norwegian str., for Yokohama.

ODWIN, British str., for Moji.

OMBER, British steamer, for Mira Bay.

ADELEINE RICKMERS, Ger. str., for Swatow.

ATHILDA, Norwegian str., for Kuchinotzu.

ANSHI, British str., for Canton.

AWNUT, American str., for Manila.

BINAN, British str., for Australia.

UENSANG, British str., for Manila.

## VESSELS IN DOCK.

9th May.

ABERDEEN DOCKS—Rubi.

KOWLOON DOCKS—H. I. G. M. S. Moeur, Master, Apemore, U.S.S. Monterey, Hengyang, Tangkien, Hwang, Coptic.

VESSELS PASSED ANJER.

April 20, Dutch str., Arjeno, de Boer, April from Batavia for Rotterdam.

April 21, Dutch str., Bali, Visser, March 10, from Amsterdam for Batavia.

April 24, Japanese str., Kamaishi Maru, komson, March 5, from Cardiff for Yokohama.

April 26, Dutch str., Jeroap, Uedema, March from Rotterdam for Batavia.

April 26, British bgo., Tropic, Smith, March from Fremantle for Hongkong.

April 27, Dutch str., Flores, Ouwendam, from Rotterdam for Batavia.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY LIMITED.

OR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above ports on SUNDAY, the 10th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 9th May, 1904.

1208

IMPERIAL GERMAN MAIL LINE, ORDEUTSCHER LLOYD, BREMEN.

OR SILANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"OLDENBURG."

Captain R. Troitzsch, will leave for the above TO-DAY, the 10th inst., at NOON.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 10th May, 1904.

1208

TEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

With liberty to call at Philippine Ports

THE Steamship

"BREIZ HUEL."

Will be despatched as above on or about the 10th May.

For Freight & further information, apply to

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 28th April, 1904.

1208

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT.

MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,

at 1 P.M., the Company's Steamship

POLYNESIEN, Captain Le Coispeller, with

Passengers, Specie and Cargo, will leave

the Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon-

do as well as for Marseilles, and accepted in

trust through Marseilles for the principal

ports of Europe.

Shipping Orders will be granted till NOON

on Monday, the 16th May. Specie and

Cargo will be received on board on Tuesday.

Parcels are not, to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th May, 1904.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	ANTENOR	Brit. str.	B. H. W. Snow	BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	P. & O. S. N. CO.	BUTTERFIELD & SWIRE	Above 11th inst.
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	P. & O. S. N. CO.	BUTTERFIELD & SWIRE	21st inst., at Noon.
LONDON & ANTWERP	ALCINON	Brit. str.	...	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP	DEUCALION	Brit. str.	...	BUTTERFIELD & SWIRE	7th June.
MARSEILLES, &c., VIA PORTS OF CALL	AGAMEMNON	Brit. str.	...	BUTTERFIELD & SWIRE	21st June.
GENOA, MARSEILLES, &c.	POLYNESIEN	French str.	Le Coispeller	MESSAGERIES MARITIMES	17th inst., at 1 P.M.
BAYRE	...	Forstr.	Förmer	MELCHERS & CO.	25th inst., at Noon.
ALTEMISIA	...	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th inst.
MARBURG	...	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th inst.
STRASBURG	...	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	31st inst.
SEGOVIA	...	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th June.
NURNBERG	...	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	28th June.
M. BACQUEHEM	...	Asst. str.	Rassevich	SANDER, WIELER & CO.	20th inst., P.M.
ACHILLES	...	Brit. str.	...	BUTTERFIELD & SWIRE	18th inst.
BEEZI HUEL	...	Brit. str.	...	STANDARD OIL CO.	About 12th inst.
RAS ISRA	...	Brit. str.	...	SHewan, TOME & CO.	26th inst.
SATSUMA	...	Brit. str.	...	DODWELL & CO., LTD.	About 3rd June.
E. OF JAPAN	...	Brit. str.	...	CANADIAN PACIFIC R. CO.	To-morrow.
TARANT	...	Brit. str.	...	CANADIAN PACIFIC R. CO.	21st inst.
CALCHAS	...	Brit. str.	...	BUTTERFIELD & SWIRE	17th inst.
SHAWNUT	...	W. M. Smith	...	DODWELL & CO., LIMITED	21st inst.
ARAGONIA	...	Schuldt	...	PORTLAND & ASIATIC STEAMSHIP CO.	14th June.
EMPIRE	...	Brit. str.	...	...	14th June.
CHANGSHA	...	Brit. str.	...	...	15th inst., D'light.
CHANGSHA	...	Brit. str.	...	...	2nd June.
CEYLON	...	Brit. str.	...	...	13th inst.
LOTHIAN	...	Brit. str.	...	...	About 20th inst.
KWEIYANG	...	Brit. str.	...	...	21st inst., at 4 P.M.
LYEEMON	...	Brit. str.	...	...	To-day.
OLDENBURG	...	Brit. str.	...	...	To-morrow, 3 P.M.
SACHSEN	...	Brit. str.	...	...	Quick despatch.
FOOCHOW	...	Brit. str.	...	...	12th inst.
SWATOW & AMOY	...	...	...	...	13th inst.
SWATOW, AMOY & FOOCHOW	...	...	...	...	16th inst.
SWATOW, CHEFOO & TIENTSIN	...	...	...	...	21st inst.
MANILA	...	...	...	...	14th inst.
MANILA DIRECT	...	...	...	...	15th inst.
MANILA	...	...	...	...	16th inst.
CEBU & ILOILO	...	...	...	...	18th inst.
ISCHIA	...	Ital. str.	...	...	12th inst., at Noon.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Steamship

## "EMPIRE."

Captain Helms, will be despatched for the above port on SUNDAY, the 15th inst., at DAY-LIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stowaway and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904.

1072

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Steamship

## "EMPIRE."

Captain Helms,

**OCEAN STEAM SHIP CO., LTD.**  
AND  
**CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.**  
JOINT SERVICES.

**MONTHLY SAILINGS FOR LONDON AND CONTINENT.**  
**MONTHLY SAILINGS FOR LIVERPOOL.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

**OUTWARDS.**

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTSE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

**HOMEWARDS.**

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"ANTONER"	On 10th May.
"GENOA, MARSEILLES and LIVERPOOL"	"ACHILLES"	On 18th May.
LONDON and ANTWERP	"ALCINOUS"	On 24th May.
LONDON and ANTWERP	"DEUCALION"	On 7th June.
LONDON and ANTWERP	"AGAMEMNON"	On 21st June.

**TRANS-PACIFIC SERVICE.**

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

For Freight, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 5th May, 1904.

**VESSELS ON THE BERTH**

**AMERICAN ASIATIC STEAMSHIP COMPANY.**

**FOR NEW YORK VIA SUEZ CANAL.**

**THE Steamship**

"RAS ISSA," will be despatched for the above port on THURSDAY, the 26th May.

For Freight, apply to  
**SHEWAN, TOMES & CO.**  
General Agents.

Hongkong, 26th April, 1904.

**FOR CANTON.**

**THE** new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

**CHEUNG ON STEAMBOAT CO., LTD.**  
No. 147, Connaught Road Central, Hongkong, 15th March, 1904.

[27]

**NOTICES TO CONSIGNEES**

**STEAMSHIP "ERNEST SIMONS"**  
COMPAGNIE DES MESSAGERIES MARITIMES.

**NOTICE.**

**CONSIGNEES** of Cargo from London ex.s.s. *Corduan*, from Havrocks, *Corduan*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optimal Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. To-DAY, the 3rd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 10th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognized.

All damaged packages will be examined on Tuesday, the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd May, 1904.

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamer**

**"SIMLA."**

**FROM BOMBAY, COLOMBO AND STRAITS.**

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex.s.s. India and Sunda.

From Calcutta, ex.s.s. Sonari.

From Persian Gulf, ex.s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-DAY, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claim will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th May, 1904.

**NOTICE TO CONSIGNEES.**

**FROM BOMBAY AND SINGAPORE.**

**THE Steamship**

**"ISCHIA."**

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

The S.S. "CHARLES HARDOUIN." Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 5th May, 1904.

**MESSAGERIES CANTONNAISES.**

**J. TEEVOUX & CO.**

**HONGKONG-CANTON NIGHTLY SERVICE.**

**THE Commodore's Steamer**

**"PAUL BEAU."**

Captain Frangne, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN." Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... \$0.80

Deck ... \$0.30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to

J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central, Hongkong, 23rd March, 1904.

**"BARBER" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

**CARGO ex S.S. "RICHMOND CASTLE."**

**FROM NEW YORK.**

having arrived per "YUENSANG" from Manila, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 27th February, 1904.

**NATAL LINE OF STEAMERS.**

**THE Undersigned GENERAL AGENTS**

**in CHINA AND JAPAN** for the above Line

**are prepared to issue THROUGH BILLS**

**OF LADING** for all the principal ports in

**SOUTH AFRICA**, in connection with INDO-

**CHINA SHIP NAVIGATION CO.**'s fortnightly

**service hence to CALCUTTA.** Sailings from

**CALCUTTA** for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

**DODWELL & CO., LIMITED,**

General Agents for China and Japan.

Hongkong, 16th August, 1897.

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

[577]

## POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.  
 The *Sachsen*, with the German mail of the 12th April, left Singapore on Saturday, the 7th inst., at 9 a.m., and may be expected here to-morrow.  
 The *Korea*, with the American mail of the 10th ult., left Yokohama on Thursday, the 6th inst., and may be expected here on about Friday, the 13th inst.  
 The *Australia*, with the French mail of the 16th ult., left Singapore on Monday, the 9th inst., at 4 p.m., and may be expected here on or about Monday, the 10th inst. This packet brings replies to letters despatched from Hongkong on the 12th March.

## MAILS WILL CLOSE

FOR PRE DATE

Canton Kinshan Tuesday, 10th, 7.30 A.M.  
 Swatow, Amoy and Foochow Haiching Tuesday, 10th, 10.00 A.M.  
 Macao Honam Tuesday, 11.15 P.M.  
 Straits and Calcutta Nameang Tuesday, 10th, 2.00 P.M.  
 Shanghai Kwangtung Tuesday, 10th, 3.00 P.M.  
 Bangkok Nameang Tuesday, 10th, 5.00 P.M.  
 Namtoa Hofoi Tuesday, 10th, 5.00 P.M.  
 Sambo Wingchau Tuesday, 10th, 5.00 P.M.  
 Macao Kongmoo, Kunchuk and Samshui Canton Tuesday, 10th, 7.30 A.M.  
 Canton Hanhau Wednesday, 11th, 9.00 A.M.  
 Quang Chow Wan, Holbow, Pathai & Haiphong Wednesday, 11th, 9.00 A.M.  
 Swatow, Amoy and Foochow Singapore, Penang and Bombay

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)  
 (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Shanghai  
 Namtoa  
 Sambo  
 Macao  
 Kongmoo, Kunchuk and Samshui  
 Canton

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO  
 (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Shanghai  
 Manila  
 Yokohama and Kobe  
 Namtoa  
 Sambo  
 Macao  
 Shanghai  
 Manila  
 Yokohama and Kobe  
 Namtoa  
 Sambo  
 Macao  
 Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne  
 Amoy, Straits and Rangoon

EUROPE &c., India via Tuticorin  
 (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)  
 (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Shatow, Chefoo and Tientsin  
 Cebu and Iloilo  
 Manila  
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)

EUROPE &c., India via Tuticorin  
 (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)  
 (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Europe, &c., India via Tuticorin  
 (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)  
 (Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.—  
 Telegraphic Transfer 1/8<sup>4</sup>  
 Bank Bills, on demand 1/6<sup>4</sup>  
 Bank Bills, at 30 days' sight 1/9<sup>1</sup>  
 Bank Bills, at 4 months' sight 1/9<sup>1</sup>  
 Credits, at 4 months' sight 1/9<sup>1</sup>  
 Documentary Bills, 4 months' sight 1/10<sup>1</sup>

ON PARIS.—  
 Bank Bills, on demand 226  
 Credits, at 4 months' sight 230

ON GERMANY.—  
 Telegraphic Transfer 184

ON NEW YORK.—  
 Bank Bills, on demand 43<sup>4</sup>  
 Credits, 60 days' sight 43<sup>4</sup>

ON BOMBAY.—  
 Telegraphic Transfer 134

ON CALCUTTA.—  
 Telegraphic Transfer 134

ON SHANGHAI.—  
 Bank, at sight 72

Private, 30 days' sight 72<sup>1</sup>

ON YOKOHAMA.—On demand 28<sup>1</sup>

ON JAPAN.—On demand Nominal

ON SINGAPORE.—On demand Nominal

ON BATAVIA.—On demand 107<sup>1</sup>

ON HAIKONG.—On demand 23 p.c.m.

ON S. IAGON.—On demand 24 p.c.m.

ON BANGKOK.—On demand 63

SOVEREIGN, Bank's Buying Rate \$11

GOLD LEAF, 100 fine, per tael \$57.90

BAR SIVER, per oz. 25<sup>1</sup>

## OPIUM.

Quotations are:—Allowance not to 1 catty.  
 Malwa New \$1000 to \$1020 per picul  
 Malwa Old \$1060 to \$1080  
 Malwa Older \$1120 to \$1140  
 Malwa V. Old \$1180 to \$1200  
 Persian fine quality \$890 to —  
 Persian extra fine \$910 to —  
 Patna New \$1345 to — per chest.  
 Patna Old \$1352 to —  
 Patna New \$1345 to —  
 Patna Old \$1337 to —

## VESSELS EXPECTED.

THE GERMAN MAIL.  
 The Imperial German mail steamer *Sachsen* left Singapore on Saturday at 9 a.m., and may be expected here on the 11th inst. at 5 p.m.

THE AMERICAN MAIL.  
 The P.M. steamer *Korea*, from San Francisco, via Honolulu, left Yokohama for this port via Inland Sea, &c., on the 8th inst.

## JOINT STOCK SHARES.

Hongkong, 9th May.

COMPANY PAR'D UP. QUOTATIONS.

Bankers Hongkong & Shai... \$125 £100 264 10s.

Natl. Bank of Chin... A. Shares... 28 \$38, buyers  
 B. Shares... 28 \$38, buyers  
 Foun. Shares... 28 \$10, —

Bell's Asbestos E. Co... 21 \$30, sellers  
 Canton-Hongkong Ice... 21 \$10, nominal  
 Campbell, M'ro & Co... 21 \$37, sellers  
 China-Borneo Co., Ltd... 21 \$12 1/2, buyers

China Light and Power Co., Ltd... 21 \$5, —

China Prov. L. & M... 21 \$10, 9s. —

China Sugar... 21 \$100 1/2, buyers

Cigar Companies... 21 \$500 200.

Albionite, Ltd... 21 \$10 10s, sellers

Philippines Co., Ltd... 21 \$10 10s, sellers

Cotton Mills... 21 \$500 200.

Ewo... 21 \$11, 33, sellers

International... 21 \$12, 25.

Laon Kung Mow... 21 \$12, 24.

Soyezen... 21 \$100 1/2, buyers

Hongkong... 21 \$100 1/2, buyers

Dairy Farm & Co... 21 \$100 1/2, buyers

Green Island Cement... 21 \$100 1/2, buyers

Hongkong & C. Gas... 21 \$100 1/2, buyers

Hongkong Electric... 21 \$100 1/2, buyers

H. H. L. Tramways... 21 \$100 1/2, buyers

H. K. Steam (Water) boat Co., Ltd... 21 \$100 1/2, buyers

Hongkong Hotel... 21 \$100 1/2, buyers

H. K. White & G... 21 \$100 1/2, buyers

Hongkong Hope... 21 \$100 1/2, buyers

H. & W. Dock... 21 \$100 1/2, buyers

Insurance... 21 \$100 1/2, buyers

Cantons Fire... 21 \$100 1/2, buyers

China Fire... 21 \$100 1/2, buyers

China Trade... 21 \$100 1/2, buyers

Hongkong Fire... 21 \$100 1/2, buyers

North China Union... 21 \$100 1/2, ex div.

Yangtze... 21 \$100 1/2, buyers

Land and Building... 21 \$100 1/2, buyers

Hongkong Land Inv... 21 \$100 1/2, buyers

Humphreys E... 21 \$100 1/2, buyers

Kowloon Land & B... 21 \$100 1/2, buyers

West Point Buildin... 21 \$100 1/2, buyers

Shanghai Land... 21 \$100 1/2, buyers

Luzon Sugar... 21 \$100 1/2, buyers

Shing... 21 \$100 1/2, buyers

Charbonnages... 21 \$100 1/2, buyers

Punjab... 21 \$100 1/2, buyers

Do. Preference... 21 \$100 1/2, buyers

Raubs... 21 \$100 1/2, buyers

New Amoy Dock... 21 \$100 1/2, buyers

Powell, Ltd... 21 \$100 1/2, buyers

Steamship Coys... 21 \$100 1/2, buyers

China and Manha... 21 \$100 1/2, buyers

Douglas Steamship... 21 \$100 1/2, buyers

H. C. Coton and M... 21 \$100 1/2, buyers

Inde-China S. N... 21 \$100 1/2, buyers

Shih Transport and Trading Co... 21 \$100 1/2, buyers

Do. Preference... 21 \$100 1/2, buyers

Star Ferry... 21 \$100 1/2, buyers

S.C.F. Boyd & Co., Ltd... 21 \$100 1/2, buyers

S. & H. Dyeing & C... 21 \$100 1/2, buyers

Co., Ltd... 21 \$100 1/2, buyers

Teharu Planting Co... 21 \$100 1/2, buyers

United Asbestos Co... 21 \$100 1/2, buyers

Watkins, Ltd... 21 \$100 1/2, buyers

Watson & Co., A.S... 21 \$100 1/2, buyers

PRINTED MATTER AND SAMPLES... 10.00 A.M.  
 REGISTRATION... 10.00 A.M.  
 (REGISTRATION, WITH LATE FEE OF 10 CENTS, UP TO 10.45 A.M.)  
 LETTERS... 11.00 A.M.  
 THURSDAY, 12th, 3.00 P.M.  
 THEODOR WILLE... 12th, 4.00 P.M.  
 TAICHUAN... 12th, 5.00 P.M.  
 HOIYU... 12th, 5.00 P.M.  
 WINGKAI... 12th, 5.00 P.M.  
 BUBI... 12th, 5.00 P.M.  
 SINGER... 12th, 5.00 P.M.  
 TAICHUAN... 12th, 5.00 P.M.  
 HOIYU... 12th, 5.00 P.M.  
 WINGKAI... 12th, 5.00 P.M.  
 EMPIRE... 14th, 5.00 P.M.  
 PUNDUA... 16th, 11.00 A.M.  
 POLYNESIAN... 16th, 11.00 A.M.  
 KANAU... 17th, 11.00 A.M.  
 WUCHANG... 17th, 3.00 P.M.  
 ZAFRE... 18th, 9.00 A.M.  
 TARTAR... 21st, 10.00 A.M.  
 CHUSAN... 1st.  
 Printed Matter and Samples... 10.00 A.M.  
 Registration... 10.00 A.M.  
 (Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 LETTERS... 11.00 A.M.  
 WEDNESDAY, 18th, 3.00 P.M.  
 WEDNESDAY, 18th, 3.00 P.M.  
 SATURDAY, 21st, 9.00 A.M.  
 SATURDAY, 21st, 10.00 A.M.  
 CHANGSHA... 1st.  
 Printed Matter and Samples... 10.00 A.M.  
 Registration... 10.00 A.M.  
 (Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 LETTERS... 11.00 A.M.  
 WEDNESDAY, 25th, 10.00 A.M.  
 Printed Matter and Samples... 10.00 A.M.  
 Registration... 10.00 A.M.  
 (Registration, with late fees of 10 cents, up to 10.45 A.M.)  
 LETTERS... 11.00 A.M.  
 THURSDAY, 2nd June, 3.00 P.M.

VEENON & SMYTH, Brokers

HONGKONG TIDE TABLE.  
 From 10th to the 16th May.

HIGH WATER. Low Water.

Day	Mean Time	Height	Mean Time	Height
10	6 35	4 9	6 0	3 7
11	6 28	5 6	6 0 48	3 2
12	7 02	5 5	6 0 50	2 2
13	7 45	5 9	7 12	2 1
14	8 28	6 4	7 55	2 6
15	9 10	6 7	8 25	2 5
16	9 44	5 0	8 28	1 5
17	10 31	4 9	9 49	0 8

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.  
 30 a.m. to 9.00 a.m. ... Every 10 minutes.  
 .00 a.m. to 6.30 a.m. ... Every 15 minutes.  
 .30 a.m. to 9.30 a.m. ... Every 10 minutes.  
 30 a.m. to 11.00 a.m. ... Every 15 minutes.  
 1.30 p.m. to 12.45 p.m. ... Every 16 minutes.  
 12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
 1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
 4.15 p.m. to 4.45 p.m. ... Every 10 minutes.  
 4.45 p.m. to 5.00 p.m. ... Every 15 minutes.  
 5.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
 5.30 p.m. to 6.00 p.m. ... Every 10 minutes.  
 7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS.  
 1.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m., every 1 hour.

SUNDAYS.  
 8.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
 9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
 10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
 1.00 Noon to 1.00 p.m. ... Every 10 minutes.  
 1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
 1.30 p.m. to 2.00 p.m. ... Every 10 minutes.  
 2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
 2.30 p.m. to 3.00 p.m. ... Every 10 minutes.  
 3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
 3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
 4.00 p.m. to 4.30 p.m. ... Every 15 minutes.  
 4.30 p.m. to 5.00 p.m. ... Every 10 minutes.  
 5.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
 5.30 p.m. to 6.00 p.m. ... Every 10 minutes.  
 6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
 7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS AS ON WEEK DAYS.

SATURDAYS.  
 Extra cars at 11.30 p.m. and 11.45 p.m.

SPECIAL CARS, by arrangement at the Company's Office, 88 & 40, Queen's Road Central.

JOHN D. HUMPHREY & SON, General Managers, Hongkong, 14th January, 1904.

BOARD AND RESIDENCE.

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply— MANAGERESS, Macdonald Road.

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

MRS. GILLANDER'S.

"GLENWOOD," 27, CAINE ROAD.

Hongkong, 19th March, 1904. [78]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.